

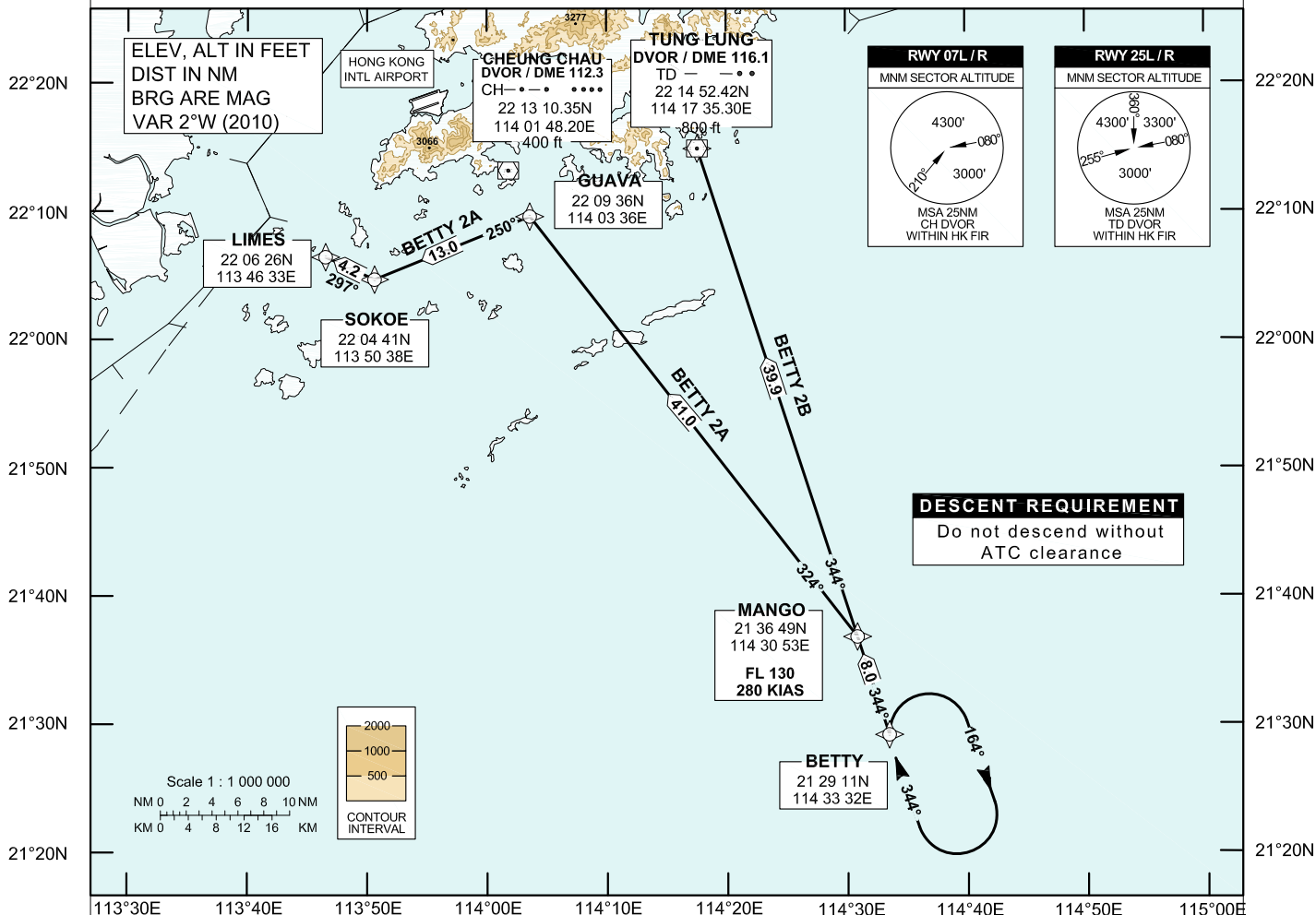
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

Transition Altitude 9 000 ft
HONG KONG RADAR 126.3

HONG KONG / Intl (VHHH)
RNAV (GNSS) BETTY 2A STAR RWY 07L / 07R
RNAV (GNSS) BETTY 2B STAR RWY 25L / 25R

1. For RNAV (GNSS) STAR aircraft must be approved by State of Registry in accordance with ICAO Basic-RNP 1 standard or equivalent (see GEN 1.5 para 3.5.2 on page GEN 1.5-2). Carriage of certified GNSS receiver is mandatory.
2. Conventional Procedure is for exclusive use by airline operators which have been granted prior approval. For application, see VHHH AD 2.22 para 7.1.3 on page AD 2-32.

113°30E 113°40E 113°50E 114°00E 114°10E 114°20E 114°30E 114°40E 114°50E 115°00E



113°30E 113°40E 113°50E 114°00E 114°10E 114°20E 114°30E 114°40E 114°50E 115°00E

BETTY 2A STAR RWY 07L / RWY 07R	BETTY 2B STAR RWY 25L / RWY 25R
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Basic-RNP 1 Procedure
(Mandate procedure available to aircraft appropriately equipped and approved)
BETTY - MANGO[F130;K280;L] - GUAVA[L] - SOKOE[R] - LIMES
Expect ILS approach. Descend as directed by ATC.

Conventional Procedure
(Use of procedure subject to prior approval, see Note 2.)
From BETTY proceed direct to MANGO then GUAVA (TD R250 / D14 NM). From GUAVA proceed direct to SOKOE (TD R250 / D27 NM) then LIMES. Expect ILS approach. Descend as directed by ATC.

If TD DVOR is not available
From MANGO proceed direct to GUAVA then SOKOE. From SOKOE proceed direct to LIMES. Descend as directed by ATC.

Basic-RNP 1 Procedure
(Mandate procedure available to aircraft appropriately equipped and approved)
BETTY - MANGO[F130;K280] - TD
Expect ILS approach. Descend as directed by ATC.

Conventional Procedure
(Use of procedure subject to prior approval, see Note 2.)
From BETTY proceed direct to MANGO then TD DVOR. Expect ILS approach. Descend as directed by ATC.

If TD DVOR is not available
From MANGO proceed direct to reporting point TD. Descend as directed by ATC.

DESCENT REQUIREMENT
Cross MANGO at F130. **DO NOT DESCEND WITHOUT ATC CLEARANCE.**

SPEED CONTROL
Aircraft shall fly at 280 KIAS by MANGO.

HOLDING
The holding pattern for BETTY STARs is established at BETTY. If holding is required, each flight will be instructed individually.

ALTERNATIVE HOLDING
In order to provide traffic management flexibility during peak periods of arrival or adverse weather situation in Hong Kong TMA, traffic may be instructed to hold at BAKER, CANTO or other terminal holding as directed by ATC.

LOSS OF COMMUNICATION
In the event of a loss of communication aircraft shall comply with the descent requirement and the STAR track above.
Thence:
For RWY 07L/R, maintain F130 to LIMES. Join LIMES holding pattern and descend to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.
For RWY 25L/R, maintain F130 to TD DVOR. Join TD DVOR holding pattern and descend to 4 500 ft in the hold, then carry out the appropriate ILS approach procedure.

FMC Database Coding Reference for Hong Kong RNAV_(GNSS) STARs

Designator: BETTY 2A Runway 07L / Runway 07R

STAR Designator	Sequence Number	Waypoint Name	Path Terminator	Fly-over	Turn Dir	Altitude (FT)	Speed (IAS)	Radius (m)	Center of Turn	Track (°M)	Distance (NM)
BETTY 2A	01	BETTY	IF	-	-	-	-	-	-	-	-
	02	MANGO	TF	-	L	FL130	280	-	-	344	8.0
	03	GUAVA	TF	-	L	-	-	-	-	324	41.0
	04	SOKOE	TF	-	R	-	-	-	-	250	13.0
	05	LIMES	TF	-	-	-	-	-	-	297	4.2

Designator: BETTY 2B Runway 25L / Runway 25R

STAR Designator	Sequence Number	Waypoint Name	Path Terminator	Fly-over	Turn Dir	Altitude (FT)	Speed (IAS)	Radius (m)	Center of Turn	Track (°M)	Distance (NM)
BETTY 2B	01	BETTY	IF	-	-	-	-	-	-	-	-
	02	MANGO	TF	-	-	FL130	280	-	-	344	8.0
	03	TD	TF	-	-	-	-	-	-	344	39.9

Waypoint Coordinates

Waypoint Name	Coordinates (WGS84)
BETTY	21 29 10.8N 114 33 31.9E
MANGO	21 36 49.0N 114 30 53.0E
GUAVA	22 09 36.1N 114 03 36.3E
SOKOE	22 04 41.2N 113 50 38.1E
LIMES	22 06 25.60N 113 46 32.60E
TD	22 14 52.42N 114 17 35.30E